

California Environmental Protection Agency

Air Resources Board



New regulations may affect your vehicle. Fleets that do not comply may be subject to significant fines. (California Health and Safety Code 39674)

All diesel trucks, buses, trailers, and transport refrigeration units, or “reefers,” operating in California, including those based out of state, are required to take steps to reduce air pollution. This document describes requirements that apply to diesel trucks, buses, trailers, and reefer units. (More Information on 2nd Page)

Overview of California Requirements: ALL diesel vehicles and equipment operating in California, even those based out of state, are currently subject to the following emission reduction requirements:

Heavy-Duty Vehicle Inspection Program -

Heavy-duty vehicles operating in California are subject to annual opacity test requirements that are verified by random roadside inspections of engine smoke emissions and tampering.

Periodic Smoke Inspection Program -

Applies to California based fleets with two or more heavy-duty diesel vehicles greater than 6,000 GVWR. Requires fleets to perform smoke opacity tests every 12 months for vehicles whose engine model year is four years old or greater and to maintain those records for a minimum of two years for each vehicle.

Idling Requirements -

Prohibits idling longer than five minutes with limited exemptions. However, shorter idling limits apply when within a school zone.

Engine Emission Control Label (ECL) -

All heavy-duty commercial vehicles need to have proof that their engines meet emissions requirements at least as stringent as U. S. federal standards for the engine model year. A properly affixed manufacturer emission control information label is required as proof the engine meets these standards.

Below you will find **4 ADDITIONAL REQUIREMENTS** for all vehicles that will further reduce diesel exhaust and greenhouse gas emissions. These reductions require the retrofit and/or upgrade of existing vehicles and equipment.

1. Basic Requirements for Tractors that Enter Ports and Rail Yards

The following are important compliance dates for diesel-fueled tractors with a gross vehicle weight rating (GVWR) greater than 33,000 pounds that enter California ports or intermodal rail yards:

Registration Requirement - Tractors must be registered in the statewide Drayage Truck Registry at www.arb.ca.gov/drayagetruck prior to port or rail yard entry.

January 1, 2010 - Pre-1994 model year engines are no longer allowed. Tractors with 1994-2003 model year engines must install exhaust retrofits to reduce particulate matter (or soot) emissions by 85 percent.

January 1, 2012 - 2004 model year engines must have exhaust retrofits.

January 1, 2013 - 2005-2006 model year engines must have exhaust retrofits.

January 1, 2014 - All tractor engines must meet at least 2007 emission standards. *Note: The original deadline of January 2014 will be modified and delayed as part of the regulatory amendments to be considered by the Board. Additional proposed regulation changes include minimum emission standards for trucks new to drayage service, a Drayage Regulation sunset provision, and expanding the definition of ‘drayage truck’ to include trucks operating outside of port and rail properties.*

2. Basic Requirements for Trucks and Buses that DO NOT Enter Ports and Rail Yards

The following are important compliance dates for most other diesel trucks and buses with a GVWR over 14,000 pounds. In addition, these also apply to agricultural yard trucks equipped with off-road certified engines and certain diesel shuttle vehicles*:

Disclosure Requirement - Any person selling a vehicle must provide a disclosure notice to the buyer.

January, 2010 – Fleets that qualify for the agricultural vehicle provisions and two engine sweepers with Tier 0 auxiliary engines must report annually at www.arb.ca.gov/dieseltruck.

January 1, 2012 - First compliance deadline to reduce soot emissions. Small fleets with 3 or fewer vehicles that report can delay the performance requirements until January 1, 2014. *Note: The original deadline of January 2011 will be delayed to January 1, 2012 as part of the regulatory amendments being considered by the Board.*

January 1, 2013 - First requirements to phase in 2010 model year (emissions) engines.

January 1, 2014 - First compliance deadline for small fleets to reduce exhaust emissions.

January 1, 2023 - All vehicles are required to have a 2010 model year engine or equivalent.

*Fleets have the ability to utilize fleet averaging or percentage of fleet limits for compliance. Special provisions to delay some requirements are available for small fleets, vehicles operating in clean air areas, for low use vehicles, and for other situations. For more information go to www.arb.ca.gov/dieseltruck.

For more information on California diesel regulations and the programs that fund them, please call our diesel hotline at 866-6DIESEL (866-634-3735), by email at 8666Diesel@arb.ca.gov or visit the TruckStop website at: www.arb.ca.gov/truckstop

3. Basic Requirements for Long-Haul Tractors and Trailers

Tractor – Trailer GHG Requirements

The following applies to all 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and all heavy-duty tractors that pull them on California highways:

Disclosure Requirement – Any person residing in California selling an affected vehicle must provide a disclosure notice to the buyer.

Trailer Requirements:

January 1, 2010 - 2011 model year and newer trailers must be either SmartWay certified or retrofitted with SmartWay verified aerodynamic technologies and low-rolling resistance tires.

July 1, 2010 - Large fleets (21 or more trailers) must report at www.arb.ca.gov/msprog/onrdiesel/reporting.htm to take advantage of an optional phase-in timeline OR meet the January 1, 2013 trailer compliance deadline.

July 1, 2012 - Small fleets (20 or fewer trailers) must report to take advantage of an optional phase-in timeline OR meet the January 1, 2013 trailer compliance deadline.

January 1, 2013 - Unless registered by the optional phase-in deadlines above, all 2010 model year and older box-type trailers must be either SmartWay certified or retrofitted with SmartWay verified aerodynamic technologies and low-rolling resistance tires. (NOTE: 2003-2008 model year reefer trailers have until 2018-2020 to install SmartWay aerodynamic technologies and low-rolling resistance tires).

Tractor Requirements:

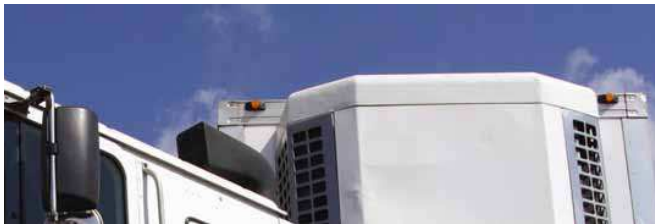
January 1, 2010 - 2011 model year and newer sleeper cab tractors must be SmartWay Certified. 2011 model year and newer day cab tractors must have SmartWay verified low rolling resistance tires.

January 1, 2012 - All 2010 model year and older sleeper cab and day cab tractors must have SmartWay verified low rolling resistance tires.



4. Basic Requirements for Transport Refrigeration Units (TRU or Reefer)

The following applies to TRUs that operate in California.



Registration and Reporting Requirements - All California based TRUs and TRU generator sets must currently be registered with the ARB and initial operator reports submitted at:

<https://arber.arb.ca.gov/Welcome.arb?prg=tru>

December 31, 2009 - All 2002 model year and older TRU engines must be equipped with exhaust filters or be replaced.

December 31, 2010 - and annually thereafter - The compliance deadline is December 31 of the model year plus seven years.

Available Funding and Requirements

Financial opportunities are available to help certain fleets and individuals comply early with current California regulations. Equipment owners are encouraged to apply as early as possible to maximize potential funding options.

Grants - Vehicles that operate at least 75% of the time in California may apply for funding for:

Replacement - of a medium-heavy or heavy-heavy duty diesel truck with a 2003 model year or older engine. Up to \$50,000 is available for purchase of a replacement vehicle equipped with an engine that meets specified 2007 model year emission standards. Up to \$60,000 is available for purchase of a replacement truck that meets specified 2010 emission standards. Funding is limited and competitive. Greater opportunities exist for replacement of older vehicles with high annual mileage and for fleets of 3 or fewer vehicles.

Retrofit - of a medium-heavy or heavy-heavy duty diesel vehicle with a 1994 to 2006 model year engine. Up to \$20,000 is available for ARB - verified diesel emission control devices (exhaust retrofits).

Limited grant funding only for retrofits or alternative technologies such as electric, electric standby, or pure cryogenics is available for transport refrigeration units.

Loans - may also be available for truck replacements, exhaust retrofits, aerodynamic retrofits, and low rolling resistance tires for vehicles and equipment subject to the truck and bus engine requirements, or the long haul greenhouse gas emission reduction requirements. Loans may be combined with grants for truck replacements and retrofits.

To qualify for a loan, vehicles must operate at least 50% of the time in California and the fleet owner must have 20 or fewer vehicles, 100 or fewer employees and annual average revenues of \$10 million or less.

Loans may also be available for transport refrigeration unit purchases in conjunction with the purchase of a SmartWay Certified trailer or other products eligible for financing under the loan program. Additionally, loans could be available for purchase of 2011 model year and newer SmartWay Certified 53-foot or longer box-type trailers.

For more information, contact the ARB or a participating truck dealer or financial institution.

For more information on California diesel regulations and the programs that fund them, please call our diesel hotline at 866-6DIESEL (866-634-3735), by email at

866Diesel@arb.ca.gov or visit the TruckStop website at: www.arb.ca.gov/truckstop

Obtain this document in an alternative format or language at (800) 242-4450 or at helpline@arb.ca.gov.